

**FINAL
COMBINED ERRATA SHEET**

**GPA 16-01/ZCA 16-01/ZC 16-01/MP 14-01/LCPA 14-01/MCA 16-01
(DEV08014) – VILLAGE AND BARRIO MASTER PLAN**

The table below identifies all the final changes to the January 2018 Village and Barrio Master Plan as approved by the City Council on July 10, 2018. The table combines the revisions contained in the three errata sheets produced for the Planning Commission’s April 18, May 2, and May 16 meetings and in the fourth errata sheet prepared to reflect the Commission’s recommendations made at the May 16 meeting. It also includes Errata #5 and #6, presented to City Council at the July 10 meeting, and the amendments read into the approving motion to introduce Ordinance No. CS-335, presented as Exhibit 3 to the City Council staff report.

This final combined errata sheet is a staff-produced document provided for convenience. Please refer to City Council Ordinance CS-335 for the actual approved errata.

~~Strikethrough~~ indicates text to be deleted and underline indicates text to be added.

Page #	Section, Figure or Table	Recommended change
ACKNOWLEDGEMENTS		
n/a	n/a	Under “Planning Commission,” change “Velyn Anerson” to “Velyn Anderson.”
CHAPTER 1 - INTRODUCTION		
1-2	Section 1.3.1, Overall Description and Master Plan Boundary	Change overall Village and Barrio acreage from 325 to 350.
1-3	Figure 1-1, Master Plan Area, and other figures showing the Coastal Zone boundary	Revise the Coastal Zone boundary as shown in attached Exhibit 1. This affects multiple figures throughout the Master Plan. Revisions are the result of the California Coastal Commission’s ongoing work with local jurisdictions to make minor adjustments that refine the boundary, originally established in 1977, in a manner consistent with California Coastal Act Section 30103(b).
1-5	Section 1.3.2, Village	Change Village acreage from 210 to 215 acres.
1-6	Section 1.3.3, Barrio	Change Barrio acreage from 120 to 135.

Q:\CED\Planning\SPECIAL PROJECTS\Village and Barrio\Comprehensive VMP Update\Third Draft\Final approved consolidated errata to MP1401.ccord.docx (07/11/2018)

Community & Economic Development

Planning Division

1635 Faraday Avenue | Carlsbad, CA 92008 | 760-602-4600 | 760-602-8560 fax

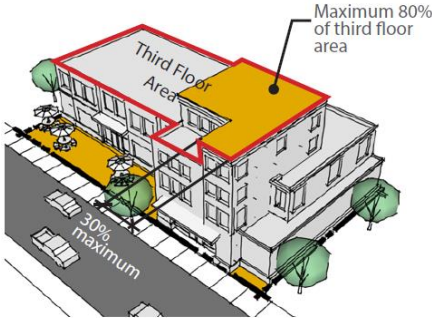
Page #	Section, Figure or Table	Recommended change
1-11	Section 1.5.1, Land Use and Community Character	Under Goal A., regarding maintaining and enhancing the Village, revise Policy 2 as follows: 2. Encourage mixed use development projects in the Village <u>Center</u> core , with an emphasis on pedestrian-oriented retail uses on the ground floor, and office, other non-residential, and residential uses on the upper floors.
1-13	Section 1.5.1, Land Use and Community Character	Under Goal E., “Recognize and support the historical roots of the Village and Barrio,” add new Policy 3, to read as follows: <u>Comply with the Carlsbad Tribal, Cultural, and Paleontological Resources Guidelines.</u>
1-14	Section 1.5.2, Mobility and Parking	Under Goal A, regarding supporting increased alternative modes of transportation, revise the note applying to Policy 9 as follows: (Note: this objective <u>policy</u> complements Objective 4.1.2 <u>Policy 1.5.4.A.2</u>).
1-15	Section 1.5.2, Mobility and Parking	Under Goal B, Policy 8, change Goal cross-reference as follows: ...(See also Goal 2.4 <u>1.5.2.A</u>)
1-18	Section 1.5.3, Placemaking	Change section number from 1.5.3 to 1.5.4.
1-19	Section 1.5.3, Placemaking	Change section number from 1.5.3 to 1.5.4.
1-19	Section 1.5.3, Placemaking (note: to be renumbered to Section 1.5.4)	Under Goal B., revise Policy 7 as follows: 7. As part of street improvements, consider new and enhanced entry <u>and neighborhood</u> features, whether through landscaping, public art, <u>pecially-designed street name signs</u> , or other means, that identify the Village and Barrio as unique places.
CHAPTER 2 – LAND USE		
2-5	Section 2.3, Land Uses	Remove standards regarding non-conforming lots, structures and uses from Section 2.3.1, Allowable Land Uses, and place them under a new and separate section and heading as follows: <u>2.3.2 Non-conforming Lots, Structures and Uses</u> <u>Non-conforming lots, structures and uses within the Village and Barrio Master Plan area shall be subject to applicable provisions within Chapter 21.48 of the CMC.</u>
2-5	Section 2.3, Land Uses	Remove standards regarding a development site that spans multiple districts (last paragraph on page 2-5) from Section 2.3.1, Allowable Land Uses, and place them under a new and separate section and heading as follows: <u>2.3.3 Development Site Spanning Multiple Districts</u>

Page #	Section, Figure or Table	Recommended change																																
		<u>A development site that spans multiple districts shall be subject to approval of a site development plan, which shall establish the development standards for the site in a manner most consistent with the underlying districts’ standards. Any use that is permitted or conditionally-permitted over a portion of such a site shall be permitted or conditionally-permitted anywhere on the site.</u>																																
2-6	Table 2-1, Permitted Uses	Under the “Residential” category, revise “Mixed-use” as follows: <div>Mixed-use (see section 6.3.6 for decision making authority subject to the uses permitted in this table)</div>																																
2-6	Table 2-1, Permitted Uses	Under the “Lodging” category, revise “Timeshare Project” as follows: <div>Time Share Project (<u>prohibited in combination with residential uses in the same building or on the same lot</u>)</div>																																
2-7	Table 2-1, Permitted Uses	Under the “Civic” category, add “Mobility Hub” as a conditionally permitted use in the VC, Village Center, District as follows: <div><div>Mobility Hub</div><div>C</div></div>																																
2-7	Table 2-1, Permitted Uses	Under the “Other” category, add “Farmers’ Market” as a conditionally permitted use in the VC, Village Center, District as follows: <div><div>Farmers’ Market</div><div>C</div></div>																																
2-8	Table 2-1, Permitted Uses	Revise the “expressly prohibited uses” portion of the Table 2-1 as follows: <table><tr><th>EXPRESSLY PROHIBITED USES</th><th>VC</th><th>VG</th><th>HOSP</th><th>FC</th><th>PT</th><th>BP</th><th>BC</th></tr><tr><td>Actions prohibited in the Carlsbad Municipal Code</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr><tr><td>Adult Businesses (CMC 8.60)</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr><tr><td>Bars and Cocktail Lounges Not Part of a Restaurant</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></tr></table>	EXPRESSLY PROHIBITED USES	VC	VG	HOSP	FC	PT	BP	BC	Actions prohibited in the Carlsbad Municipal Code	-	-	-	-	-	-	-	Adult Businesses (CMC 8.60)	-	-	-	-	-	-	-	Bars and Cocktail Lounges Not Part of a Restaurant	-	-	-	-	-	-	-
EXPRESSLY PROHIBITED USES	VC	VG	HOSP	FC	PT	BP	BC																											
Actions prohibited in the Carlsbad Municipal Code	-	-	-	-	-	-	-																											
Adult Businesses (CMC 8.60)	-	-	-	-	-	-	-																											
Bars and Cocktail Lounges Not Part of a Restaurant	-	-	-	-	-	-	-																											

Page #	Section, Figure or Table	Recommended change							
		<u>Camping on Public Property (CMC 8.36)</u>	=	=	=	=	=	=	=
		<u>Cannabis Activities (CMC 8.90)</u>	=	=	=	=	=	=	=
		<u>Card Rooms (CMC 5.12)</u>	=	=	=	=	=	=	=
		Drug Paraphernalia Stores	-	-	-	-	-	-	-
		Escort Services (CMC 5.17)	-	-	-	-	-	-	-
		Hookah or Tobacco Lounges	-	-	-	-	-	-	-
		<u>Mini-satellite Wagering (CMC 8.80)</u>	=	=	=	=	=	=	=
		<u>Retail sale of dogs and cats (CMC 7.16)</u>	=	=	=	=	=	=	=
		Tattoo Parlors	-	-	-	-	-	-	-
2-8	Table 2-1, Permitted Uses	Revise footnote two of Table 2-1 as follows: ² Not permitted on the ground floor <u>street frontage</u> as identified in Figure 2-2.							
2-9	Figure 2-2, Use Restrictions Map	Revise Figure 2-2 as shown in attached Exhibit 2 by amending the use restrictions legend regarding ground floor uses as follows: Boundary of area in which certain uses are not permitted on the ground floor <u>street frontage</u> .							
		NOTE: Exhibit 2 incorrectly shows the proposed districting for a parcel (APN 203-101-22) between State and Roosevelt Streets and north of Beech Avenue. The exhibit shows the parcel as being entirely within the VG District. Consistent with Figure 2-1 of the proposed plan, the parcel should be split by the VC and VG districts. See below.							

Page #	Section, Figure or Table	Recommended change
		<div data-bbox="553 289 927 747" data-label="Image"> </div> <p data-bbox="548 779 1234 810">Figure 2-2, Use Restrictions Map with incorrect districting</p> <div data-bbox="561 884 959 1362" data-label="Image"> </div> <p data-bbox="548 1383 1213 1415">Figure 2-2, Use Restrictions Map with correct districting</p>
2-13	Section 2.6.1 C., Property Line Walls/Fences	<p data-bbox="548 1425 980 1457">Amend Section 2.6.1 C.4. as follows:</p> <p data-bbox="597 1457 1403 1604">4. Razor wire, barbed wire, cyclone and chain link fencing <u>(except as noted below)</u>, or other similar fences are prohibited. <u>Cyclone or chain link fencing existing as of the Master Plan's adoption date is permitted to remain.</u></p>
2-20	Section 2.6.5 B., Sidewalk Cafes	<p data-bbox="548 1640 974 1671">Revise Section 2.6.5 B.4. as follows:</p> <p data-bbox="597 1671 1393 1776">4. No signs, including signs prohibited by CMC Section <u>21.41.030</u> 21.51.030, or objects that would distract or impair motorists, shall be attached or displayed on any part of the sidewalk cafe.</p>

Page #	Section, Figure or Table	Recommended change				
2-22	Table 2-3, Parking Requirements	<div>Under the “residential” category, revise the parking standard for studio and one bedroom units as follows:</div> <table><tr><td>Studio and one bedroom units</td><td>One space per unit. <u>For condominiums, the space must be covered.</u></td></tr></table>	Studio and one bedroom units	One space per unit. <u>For condominiums, the space must be covered.</u>		
Studio and one bedroom units	One space per unit. <u>For condominiums, the space must be covered.</u>					
2-22	Table 2-3, Parking Requirements	<div>Under the “residential” category, revise the parking standard for multiple-family units with two or more bedrooms as follows:</div> <table><tr><td>Units with two or more bedrooms <u>(all districts except BP and BC)</u></td><td>One and a half spaces per unit. For condominiums, one space must be covered. Tandem parking is permitted.</td></tr><tr><td>Units with two or more bedrooms <u>(BP and BC districts only)</u></td><td><u>Two spaces per unit. For condominiums, one space must be covered. Tandem parking is permitted.</u></td></tr></table>	Units with two or more bedrooms <u>(all districts except BP and BC)</u>	One and a half spaces per unit. For condominiums, one space must be covered. Tandem parking is permitted.	Units with two or more bedrooms <u>(BP and BC districts only)</u>	<u>Two spaces per unit. For condominiums, one space must be covered. Tandem parking is permitted.</u>
Units with two or more bedrooms <u>(all districts except BP and BC)</u>	One and a half spaces per unit. For condominiums, one space must be covered. Tandem parking is permitted.					
Units with two or more bedrooms <u>(BP and BC districts only)</u>	<u>Two spaces per unit. For condominiums, one space must be covered. Tandem parking is permitted.</u>					
2-23	Table 2-3, Parking Requirements	Under the “lodging” category, remove “mixed-use” and its parking requirement and insert it under the “residential” category to follow “managed living unit.”				
2-24	Table 2-3, Parking Requirements	<div>Under the “other” category:</div> <div><div>1. Delete “cinema” and its parking requirement.</div><div>2. Indent “curb café or sidewalk café” and “outdoor display” so it is clearer that these uses fall under the “right of way uses” heading.</div></div>				
2-27, 2-28	Table 2-4, Parking Options	Add the subheading “available to non-residential uses” at the top of the table on each page as provided on page 2-26.				
2-37	Section 2.7.1 A., Village Center District Setbacks	<div>Amend 2.7.1 A.1. as follows:</div> <div><div>A. Setbacks</div><div><div>1. Front/Corner: Minimum of 0 feet; maximum of 5 feet to building <u>(at the ground floor)</u>. Additional depth permitted where area includes a plaza, courtyard, or outdoor dining. <u>Additional depth is also permitted to accommodate electrical transformers, utility connections, meter pedestals, and similar equipment only if other locations are infeasible as determined by the decision-maker.</u></div></div></div>				
2-37	Section 2.7.1 E., Village Center District Open Space	<div>Amend 2.7.1 E.1. a. as follows:</div> <div><div>1. Public Space</div><div><div>a. <u>A plaza, a minimum 500 square feet or 7.5 percent of lot area, whichever is less</u> minimum plaza (exclusive of right of way), with street furnishing, landscaping, accent trees, and lighting, shall be provided at each corner located at the following intersections: Carlsbad Village Drive and Carlsbad</div></div></div>				

Page #	Section, Figure or Table	Recommended change
		Boulevard, Carlsbad Village Drive and State Street, State Street and Grand Avenue, and Carlsbad Village Drive and Harding Street. No vehicle access aisles or parking is permitted in this area. <u>This area shall also remain unobstructed to the sky except for limited protrusions that contribute to building architecture or street vibrancy, such as awnings, architectural features, upper floor balconies, and other non-habitable space. Not more than 50 square feet of such protrusions shall project over the required plaza area.</u>
2-39	Section 2.7.1 G., Village Center District Building Height	Amend 2.7.1 G. as follows: G. BUILDING HEIGHT 1. Maximum 45 feet and 4 stories 2. Ground floor plate height: 14 feet. <u>This height shall be measured from the finished floor to the top plate of the ground floor or, where there is no "plate", to the bottom of the floor structure of the second floor. This standard shall apply only to ground floor street frontage uses permitted within the boundaries of the use restriction area identified on Figure 2-2.</u> 3. If a 4-story building is proposed: a. A maximum of 30 percent of the fourth story street facing façade can have a 0 foot setback <u>(as measured from property line)</u> . The remaining 70 percent shall be set back a minimum of 10 feet <u>(as measured from property line)</u> . b. The total square footage of enclosed occupiable fourth floor space shall not exceed 80 percent of the third floor footprint.
2-39, 2-52 and 2-57	Section 2.7.1 G., Village Center District Building Height Section 2.7.3 G., Hospitality District Building Height Section 2.7.4 G., Freeway Commercial District Building Height	Modify the following graphic to more proportionally depict the maximum fourth floor area standard relative to the third floor. Four-Story Buildings 

Page #	Section, Figure or Table	Recommended change
2-40	Section 2.7.1, Village Center District Standards	<p>1. Add new Section 2.7.1 I., Ground Floor Uses, as follows:</p> <p><u>I. GROUND FLOOR STREET FRONTAGE USES</u></p> <p>1. <u>New ground floor street frontage uses permitted within the boundaries of the use restriction area identified on Figure 2-2 shall occupy more than one-half of the habitable space developed on the ground floor and shall span at least 80 percent of the building frontage.</u></p> <p>2. <u>Up to 20 percent of a building frontage may be used for a lobby or entryway to uses above or behind ground floor street frontage uses.</u></p> <p>2. Renumber existing Section 2.7.1 I., Good Neighbor, to 2.7.1 J.; and existing Section 2.7.1 J., Railroad Corridor, to 2.7.1 K.</p>
2-42	Section 2.7.1 J., Village Center District, Railroad Corridor	<p>Amend 2.7.1 J.1 as follows:</p> <p>The primary use of the railroad corridor shall be for transportation facilities and improvements that provide rail and transit services and support facilities, as determined by NCTD. Accordingly, land uses in the railroad corridor in each transect district are subject to CMC Chapter 21.100, Transportation Corridor.</p>
2-45	Section 2.7.2.A., Village General District Setbacks	<p>Amend 2.7.2 A as follows:</p> <p>A. Setbacks</p> <p>1. Front/Corner: Minimum of 5 feet; maximum of 10 feet to building. Additional depth permitted where area includes a plaza, courtyard, or outdoor dining. <u>Additional depth is also permitted to accommodate electrical transformers, utility connections, meter pedestals, and similar equipment only if other locations are infeasible as determined by the decision-maker.</u></p> <p>a. Awnings, canopies, upper floor balconies, plazas, courtyards, and outdoor dining are permitted to encroach within the setback up to the property line.</p> <p>b. Minimum 10 foot landscape setback where surface parking areas are located adjacent to a public street.</p> <p>23 Side: Minimum of 5 feet</p> <p>34 Rear: Minimum of 10 feet</p>
2-49	Section 2.7.3 A., Hospitality District Setbacks	<p>Amend 2.7.3 A.1. as follows:</p> <p>B. Setbacks</p> <p>1. Parcels along Carlsbad Boulevard between Beech Avenue and Carlsbad Village Drive:</p> <p>a. Front: Minimum of 0 feet; maximum of 5 feet to building <u>(at the ground floor)</u>. Additional depth permitted where one or more of the following are provided: Plaza, courtyard, outdoor dining, enhanced pedestrian connection, or landscaping. <u>Additional depth is also permitted to accommodate electrical</u></p>

Page #	Section, Figure or Table	Recommended change
		<p><u>transformers, utility connections, meter pedestals, and similar equipment only if other locations are infeasible as determined by the decision-maker.</u></p> <p>b. Side: 0 feet</p> <p>c. Rear: 0 feet</p>
2-50	Section 2.7.3 E., Hospitality District Open Space	<p>Amend 2.7.3 E.2.a. as follows:</p> <p>2. Public Space</p> <p>a. 500 square foot minimum plaza (exclusive of right of way) with street furnishing, landscaping, accent trees, and lighting shall be provided at the intersection of Carlsbad Village Drive and Carlsbad Boulevard. <u>No vehicle access aisles or parking is permitted in this area. This area shall also remain unobstructed to the sky except for limited protrusions that contribute to building architecture or street vibrancy, such as awnings, architectural features, upper floor balconies, and other non-habitable space. Not more than 50 square feet of such protrusions shall project over the required plaza area.</u></p>
2-52	Section 2.7.3 G., Hospitality District Building Height	<p>Amend 2.7.3 G. as follows:</p> <p>G. BUILDING HEIGHT</p> <p>1. Maximum 45 feet and 4 stories</p> <p>2. Ground floor plate height for buildings fronting Carlsbad Boulevard: 14 feet. <u>This height shall be measured from the finished floor to the top plate of the ground floor or, where there is no "plate", to the bottom of the floor structure of the second floor.</u></p> <p>3. If a 4-story building is proposed:</p> <p>a. <u>Parcels along Carlsbad Boulevard between Beech Avenue and Carlsbad Village Drive: A maximum of 30 percent of the fourth story street facing façade can have a 0-foot setback (as measured from property line). The remaining 70 percent shall be set back a minimum of 10 feet (as measured from property line).</u></p> <p>b. <u>All other parcels: A maximum of 30 percent of the fourth story street facing façade can have a minimum 10-foot setback (as measured from property line). The remaining 70 percent shall be set back a minimum of 15 feet (as measured from property line).</u></p> <p>c. <u>The total square footage of enclosed occupiable fourth floor space shall not exceed 80 percent of the third-floor footprint.</u></p>

Page #	Section, Figure or Table	Recommended change
2-52	Section 2.7.3, Hospitality District Standards	<p>1. Add new Section 2.7.3 I., Ground Floor Uses, as follows:</p> <p><u>I. GROUND FLOOR STREET FRONTAGE USES</u></p> <p>1. <u>New ground floor street frontage uses permitted within the boundaries of the use restriction area identified on Figure 2-2 shall occupy more than one-half of the habitable space developed on the ground floor and shall span at least 80 percent of the building frontage.</u></p> <p>2. <u>Up to 20 percent of a building frontage may be used for a lobby or entryway to uses above or behind ground floor street frontage uses.</u></p> <p>2. Renumber existing Section 2.7.3 I., Master Site Plan, to 2.7.3 J.</p>
2-57	Section 2.7.4 G., Freeway Commercial District Building Height	<p>Amend 2.7.4 G. as follows:</p> <p>G. BUILDING HEIGHT</p> <p>1. Maximum 45 feet and 4 stories</p> <p>2. If a 4-story building is proposed:</p> <p>a. A maximum of 30 percent of the fourth story street facing façade can have a <u>minimum 10-foot setback (as measured from property line)</u>. The remaining 70 percent shall be set back a minimum of 10<u>15</u> feet (<u>as measured from property line</u>).</p> <p>b. The total square footage of enclosed occupiable fourth floor space shall not exceed 80 percent of the third-floor footprint.</p>
2-61	Section 2.7.5 G., Pine-Tyler Mixed-Use District Building Height	<p>Amend 2.7.5 G.2 as follows:</p> <p>G. Building Height</p> <p>2. Minimum ground floor plate height for commercial and ground floor mixed-use: 12 feet. <u>This height shall be measured from the finished floor to the top plate of the ground floor or, where there is no “plate”, to the bottom of the floor structure of the second floor.</u></p>
2-61	Section 2.7.5, Pine-Tyler Mixed-Use District Minimum Ground Floor Plate Height graphic	<p>Amend this graphic to show a 12 ft., instead of 14 ft., minimum dimension.</p>

Page #	Section, Figure or Table	Recommended change
2-71	Section 2.8.1, Area-Wide Design Guidelines Intent	Revise the second paragraph to read as follows: All development should align with the spirit and intent of the design guidelines presented in this chapter. Designers and developers should consider at a minimum be aware that these guidelines are a minimum starting point for quality development , and do not comprise every possible strategy for achieving high quality design. Therefore, it is prudent that designers use their own techniques for achieving authentic, high quality design. The following guidelines apply to all new and remodeled development within the entire Master Plan Area unless exempt as determined by Section <u>6.3.2</u> 5.3.1 .
CHAPTER 4 – MOBILITY AND BEAUTIFICATION		
4-2	Section 4.2, Maximize Connectivity	Revise the last paragraph on page 4-2 as follows: Two initiatives are at play that can dramatically change the division of the community in the future. The first is the plan by NCTD and SANDAG to double-track the rail line; the second is the opportunity to enhance street connections between the study area and the eastern neighborhoods and provide attractive entry features, “gateways,” as a result of the proposed I-5 enhancements <u>planned as part of freeway widening (North Coast Corridor Project)</u> .
4-3	Section 4.2, Maximize Connectivity	Add the following paragraph to accompany the three pictures that depict railroad crossing options at and below street level at Carlsbad Village Drive: <u>Additionally, lowering the rail line creates an opportunity for a central green space between Carlsbad Village Drive and Grand Avenue that links both sides of the track. As pictured in this section, expansion of Rotary Park eastward and over the tracks would result in a broad public area complemented and anchored by the historic rail depot. Potential re-routing of the Coastal Rail Trail to the alley west of State Street (or possibly as part of the central green as the pictures depict) and new pedestrian and bicycle crossings on Carlsbad Village Drive and Grand Avenue would also enhance area connectivity. Section 4.4.12 further discusses relocation of the Coastal Rail Trail.</u>
4-5	Section 4.2, Maximize Connectivity	Amend the last paragraph on page 4-5 as follows: Given its prominence and activity level, Grand Avenue could be connected under I-5 as part of the overall <u>North Coast Corridor</u> P project to create an important connection for resident’s east of the interstate. It would also provide at a minimum bike, pedestrian, emergency vehicle, and transit/parking shuttle access from the east side of the interstate to the beach, Village and Barrio. <u>Consideration of this underpass should occur as part of discussions on a potential city hall expansion or connectivity impacts to the Village and Barrio resulting from, for example,</u>

Page #	Section, Figure or Table	Recommended change
		<u>future improvements to the freeway and the I-5/SR 78 interchange.</u>
4-8	Section 4.3.2, Make Carlsbad Accessible	Amend Section 4.3.2.3 as follows: Consider intersection, street lighting, and sidewalk improvements that provide accessible paths of travel from residential areas to important <u>destinations in and near the</u> Village and Barrio destinations , such as the Senior Center, Pine Avenue Park, the Post Office, and businesses that provide neighborhood goods and services, <u>and City Hall and the Cole Library.</u>
4-10	Section 4.3.4, Allow on-street Parking in Suitable Locations	Revise this section as follows: On-street parking buffers pedestrians from moving cars and calms traffic by forcing drivers to stay alert. Parallel parking is the ideal arrangement, because it keeps streets narrow. Diagonal parking is acceptable on some shopping streets to provide more parking, as long as the extra curb-to-curb width is not achieved at the expense of sidewalk width. Angled on-street parking can also be used to retrofit existing streets to provide additional parking for the Village and Barrio within the existing curb-to-curb dimension. This has already been accomplished, for example, along the west side of Madison Street between Carlsbad Village Drive and Oak Avenue. <u>In addition, back-in angled parking can enhance sight-lines between drivers and bicyclists and provide other safety benefits.</u> Areas that will allow for diagonal parking will be developed at a later time. Parking strategies are discussed in further detail in Section 4.5.
4-14	Section 4.3.8, Provide Shade	Add a fifth recommendation on page 4-14 as follows: <u>5. Near railroad crossings, street tree placement must be carefully considered to ensure trees do not reduce visibility of warning devices or approaching trains.</u>
4-18	Section 4.3.10, Festival Streets/Shared Space Streets	Amend the last paragraph on page 4-18 as follows: An advantage of this street type is its flexibility; if it is desired to temporarily close the street for a festival or an evening event, the resultant space is devoid of curbs and trip hazards and can be given over 100% to people. During community engagement, this concept was discussed as a possibility for Grand Avenue between Roosevelt Street and the railroad tracks. <u>Maintaining the curbs and raised medians near the railroad crossing on Grand Avenue, however, would be necessary to provide channelization to discourage motorists from circumventing gate arms at the crossing.</u>

Page #	Section, Figure or Table	Recommended change
4-19	Section 4.3.11, Street Design	Amend the last paragraph on page 4-19 as follows: This section outlines potential street improvements to create great streets within the Village and Barrio. See Figure 4-2 for street cross section and plan locations. <u>It is also proposed in conjunction with Section 4.3.12, Intersection Design, and Section 4.4, Enhance the Bike Network. This latter section provides further detail regarding the many bicycle facilities shown on the sections and plans and discussed in the accompanying text. An overall Bicycle Facilities map (Figure 4-32) is also provided. Further, and in regard to all improvements presented, note the descriptions, sections and plans are conceptual only and subject to further evaluation and refinement as projects enter the design engineering and permitting phases.</u>
4-21	Section 4.3.11 A., Grand Avenue: The Grand Promenade – Street Cross Section 1	Amend the section by revising the second to last paragraph as follows: Proposed conditions would convert the southern half of the right-of- way to an enhanced pedestrian zone and two-way cycle track. The resulting broad thirty-two-foot sidewalk would accommodate additional landscaping, outdoor dining, street furnishings, and an ample pedestrian walkway. <u>Except at intersections, alleys, and driveways, t</u> The proposed two-way cycle track would be physically separated from motor traffic and distinct from the sidewalk. Cycle tracks are an exclusive bicycle facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bicycle lane.
4-21	Section 4.3.11 A., Grand Avenue: The Grand Promenade – Street Cross Section 1	Amend the section by adding a new paragraph before the final paragraph as follows: <u>Additionally, alternatives could be considered to maximize the promenade’s width. For example, the cycle tracks in figures 4-4 and 4-5, depicted below the level of the sidewalk, could also be raised flush with it, creating a single, level surface from the store fronts to the landscaped median. In this configuration, the cycle track could remain distinct from the sidewalk through the use of unique pavers, brick banding, or other differentiating means. Much like festival or shared space streets discussed in the previous section, the greater width enabled by a single level promenade would benefit special events while still retaining the separate functions of a cycle track and sidewalk at all other times.</u>
4-26	Figure 4-7, West Carlsbad Village Drive, Proposed Condition	In the text accompanying this figure, insert the following sentence before the last sentence: <u>To increase mobility options, small parking spaces for neighborhood electric vehicles (NEV) could be added as well.</u>

Page #	Section, Figure or Table	Recommended change
4-30	Figure 4-11, Carlsbad Village Drive: Proposed Conditions; and Section 4.3.11 C., Carlsbad Village Drive (Interstate 5 to Carlsbad Boulevard)-Street Cross Section 3	<ol style="list-style-type: none"> 1. Revise Figure 4-11 to delete the sharrows shown. 2. Revise the paragraph accompanying Figure 4-11 to delete the sentence regarding replacing bike lanes with sharrows and to clarify the median would remain as follows: Proposed conditions would improve pedestrian facilities by extending the curb toward the centerline by approximately five feet and six inches to create a total sidewalk width of fourteen feet and six inches on both sides, allowing for enhanced pedestrian mobility, landscaping, and amenities such as street furniture. Bicycle lanes would be replaced with narrow markings to facilitate the pedestrian enhancements. Right-of-way width, vehicle lanes and the turn lane <u>and median</u> would remain the same. However, removal of bicycle lanes should not take place until adequate replacement bicycle facilities are provided on Oak Avenue, the street parallel to and south of Carlsbad Village Drive. Such adequate facilities are proposed on Oak Avenue.
4-32	Figure 4-13, Oak Avenue: Proposed Conditions A-Striping	Revise graphics to show two to three-foot-long angled stripes within the bike lane and adjacent to the parking lane. These stripes will indicate to bicyclists to ride a safe distance away from car doors.
4-34	Section 4.3.11 E. State Street-Street Cross Section 5	<p>Amend the fourth paragraph as follows:</p> <p>Proposed conditions would provide pedestrian improvements by widening both sidewalks to twelve feet to accommodate street trees, furnishings, and an ample pedestrian walkway. Bulb-outs could also be added to expand opportunities for outdoor dining, or additional landscaping and public art. Bicycle mobility would be enhanced through the provision of sharrows. Shared lane markings, or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles; <u>and to</u> Among other benefits, shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance. Both vehicular travel lanes would be reduced to ten feet in width and parallel parking lanes would remain at eight feet in width.</p>
4-36	Figure 4-16, State Street, Proposed Condition	Revise the top graphic (the street section) to show bicyclists behind or ahead of the car and slightly off-center of the lane.
4-40	Section 4.3.11 H, Barrio/Village Transition	<p>Amend the section title and second paragraph in this section as follows:</p> <p>H. <u>Barrio/Village Transition and Barrio Identification</u> Similar improvements to Roosevelt and Madison Streets south of Carlsbad Village Drive, along the one block stretch to Oak Avenue, could serve to attractively demarcate the transition</p>

Page #	Section, Figure or Table	Recommended change
		from the Village to the Barrio. They should also help facilitate pedestrian street crossings between businesses as well as slow vehicles and can serve as Barrio entryway statements with appropriate signs and /or public art. <u>Entryway statements, such as small monument signs, could tie into specially-designed street name signs unique to the Barrio.</u>
4-43	Figure 4-23, Tyler Street: Proposed Conditions C	Revise the figure to show a sharrow in each travel lane.
4-44	Section 4.3.11 J., Harding Street (and streets with more than 48' between curbs) – Street Cross Section 8	Revise the first sentence of the third paragraph under this section as follows: Proposed conditions are illustrated for two locations along Harding Street, as figures 4-2, 4-25 4-11 , and 4-26 4-12 indicate.
4-44	Section 4.3.11 J., Harding Street (and streets with more than 48' between curbs) – Street Cross Section 8	Add the following paragraph to the bottom of the page: <u>An interim improvement (not illustrated) is also proposed that would slow vehicle speeds and improve bicycling through restriping of the existing street section shown in Figure 4-24. The generous, 14-foot wide travel lanes currently in place could be reduced to ten feet, the parking lane widths decreased from eight feet to seven feet, and the bike lane widths also decreased from six feet to five feet. Through these reductions, three-foot wide buffers could be added on either side of both bike lanes, providing a buffer between bicyclists, moving vehicles and parked cars.</u>
4-49	Section 4.3.12, Intersection Design	Revise the introduction by adding the following sentence to the end of the paragraph: <u>As with the street sections and plans presented in Section 4.3.12, the intersection types presented are conceptual and subject to further evaluation and refinement as street improvement projects enter the design engineering and permitting phase.</u>
4-49	Section 4.3.12, Intersection Design	Revise the third paragraph under Section 4.3.12 A. as follows: Vehicle lane width reduction and in some cases travel lane removal are recommended changes within the Village and Barrio street corridors. These road diet improvements provide different ways to address vehicular circulation and can include <u>neighborhood</u> traffic circles and or roundabouts at intersections. The traffic circle treatment will be possible at several locations within the Barrio and is dependent on the preferred mobility treatment options along each street corridor.

Page #	Section, Figure or Table	Recommended change
4-50 to 4-52	Section 4.3.12, Intersection Design	Revise Section 4.3.12 A., Figures 4-28, 4-29, and 4-30, in addition to any individual figure comments below, so that they depict bike lanes, crosswalks, and other markings and improvements according to city standards. As an example, bike lanes and cycle tracks approaching intersections should be shown to terminate approximately 50 to 200-feet from the intersections so it is clear bicyclists may merge into traffic lanes to safely continue through intersections.
4-50	Section 4.3.12, Intersection Design	Revise Section 4.3.12 A., Intersection Type A, by adding a second paragraph as follows: <u>This exhibit is illustrative of how a 4-way stop would be striped to provide maximum safety for pedestrians. This assumes that a 4-way stop is warranted by traffic volumes and assignment of who has right of way.</u>
4-51	Section 4.3.12, Intersection Design	Revise Section 4.3.12 A, Intersection Type B, by adding the following sentence to the end of the paragraph: <u>In addition, this exhibit assumes that a 4-way stop is warranted by traffic volumes and assignment of who has right of way.</u>
4-52	Section 4.3.12, Intersection Design; and Figure 4-30, Intersection Type C	<ol style="list-style-type: none"> 1. Revise Section 4.3.12 A., Intersection Type C, so that the first sentence of the paragraph states: “There are several intersections within the Barrio that could include <u>neighborhood</u> traffic circles or roundabouts depending on the individual street corridor mobility improvements.” 2. Revise Figure 4-30, including its caption, to identify a “neighborhood traffic circle” instead of a “roundabout.”
4-53	Section 4.3.12, Intersection Design	Revise the fourth bullet point of Section 4.3.12 B. to read as follows: Use all-way stops only <u>if they meet engineering warrants</u> if traffic calming devices are infeasible or too costly.
4-54	Figure 4-31, Traffic Calming Treatments	<ol style="list-style-type: none"> 1. Revise the legend as follows: <ol style="list-style-type: none"> A. <u>Proposed</u> Shared Space Intersection B. <u>Proposed</u> Traffic Circle C. <u>Proposed</u> Add Bulb-Out D. Existing Neighborhood Traffic Circle Roundabout. 2. Revise the figure caption as follows: Figure 4-31, Barrio Traffic Calming Treatments.
4-55	Section 4.4, Enhance the Bicycle Network	Revise the third paragraph as follows: Existing and proposed bicycle network facilities are illustrated in Figure 4-32, Bicycle Facilities, and described as defined by Caltrans. Street design recommendations contained in Section 4.3, Create

Page #	Section, Figure or Table	Recommended change
		Livable Streets, and specifically subsections 4.3.11 and 4.3.12, incorporate bicycle facility recommendations in context with other right-of-way improvements. Descriptions of specific improvements and types of bicycle facilities are provided below.
4-55	Section 4.4, Enhance the Bicycle Network	<ol style="list-style-type: none"> 1. Revise the Class III Bike Route graphic to show the bicyclists riding in line with the sharrow. 2. Revise the Class IV Cycle Track graphic to emphasize the cycle track and the bicyclist using it.
4-56	Figure 4-32, Bicycle Facilities	Revise the map to show an existing Class III Bike Route on Laguna Drive between Jefferson and State streets.
4-57	Section 4.4.2, Class II Bike Lanes	<p>Amend the paragraph to read as follows:</p> <p>Class II bikeways are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. Bike lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction. Contraflow bike lanes can be provided on one-way streets for bicyclists travelling in the opposite direction. A buffered bike lane, <u>as depicted in Figure 4-19 for Carlsbad Boulevard</u>, provides greater separation from an adjacent traffic lane and/or between the bike lane and on-street parking by using chevron or diagonal markings. Greater separation can be especially useful on streets with higher motor traffic speeds or volumes. <u>The placement of chevron or diagonal markings, whether adjacent to travel and/or parking lanes, requires evaluation of relative hazards of both the volumes and speeds of the moving vehicles and the characteristics of the parked car (turnover, for example). This evaluation, together with engineering judgment, will guide the placement and size of buffers.</u></p>
4-57	Section 4.4.3, Class III Routes	<p>Revise the title and text of this section as follows:</p> <p>4.4.3 Class III Routes and Sharrows</p> <p>Class III bikeways, or bike routes, designate a preferred route for bicyclists on streets shared with motor traffic not served by dedicated bikeways to provide continuity to the bikeway network. Bike routes are generally not appropriate for roadways with higher motor traffic speeds or volumes. Bike routes are established by placing bike route signs and optional shared roadway markings (sharrows) along roadways.</p> <p><u>Shared lane markings, or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles. Sharrows are found on Carlsbad Village Drive adjacent to</u></p>

Page #	Section, Figure or Table	Recommended change
		<p><u>Interstate 5 and on Laguna Drive. Sharrows are also depicted on many plans and sections in Section 4.3.11, including figures 4-16 and 4-17. Among other benefits, these shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance.</u></p> <p>A liberal application of sharrows throughout the Village and Barrio neighborhoods <u>is recommended</u> will be applied in order to emphasize the notion that these neighborhoods are bicycle friendly. On some busier routes, sharrows can receive a green or black 'backing' to make them stand out on the road more. Sharrows can also be painted in a larger size so that they take up more of the road to make them stand out more. For example, if sharrows are installed on Carlsbad Village Drive after cycle tracks are installed on Grand Avenue and Oak Avenue, these should include a green treatment in order to make them stand out more. Shared routes may be used more by confident riders who prefer not to ride on cycle tracks that tend to cater to more timid and slower riders.</p>
4-57	Section 4.4.4, Bicycle Boulevard	<p>Revise this section as follows:</p> <p>A Bicycle Boulevard is a shared roadway intended to prioritize bicycle travel for people of all ages and abilities. Bicycle Boulevards are typically sited on streets without large truck or transit vehicles, and where traffic volumes and speeds are already low, or can be further reduced through <u>use of traffic calming to minimize vehicular use of and speed through these streets.</u></p>
4-58	Section 4.4.5, Cycle Track	<p>Revise the text discussion as follows:</p> <p>A Class IV separated bikeway, often referred to as a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature. The separation may include, but is not limited to, grade separation, flexible posts, inflexible barriers, or on-street parking. Separated bikeways can provide for one-way or two- way travel. By providing physical separation from motor traffic, Class IV bikeways can reduce the level of stress, improve comfort for more types of bicyclists, and contribute to an increase in bicycle volumes and mode share.</p> <p>[new paragraph] <u>Cycle tracks have been built throughout the United States and much guidance is available for their proper design. One local example of a two-way Class IV separated bikeway path in North County</u> would be the strip of the Coastal</p>

Page #	Section, Figure or Table	Recommended change
		<p>Rail Trail that extends between Carlsbad and Oceanside along the Coast Highway. Both one-way and two-way cycle tracks can be installed as appropriate in order to create more accessible bikeways. Specifically, as shown in figures 4-4, 4-14, 4-25, and 4-26, cycle tracks should be implemented on Harding Street, Oak Avenue and Grand Avenue in order to provide safe and accessible places for interested but concerned bicyclists to ride.</p> <p><u>Cycle tracks will need to be clearly marked, clearly visible, and signalized (with bicycle-signals) where appropriate to ensure that both cyclists and motorists are aware of each other. Dashed cycle track markings across alleyways and driveways, for example, as shown in figures 4-4 and 4-26 for Grand Avenue and Harding Street, respectively, are a recommended method to increase awareness at potential conflict points.</u></p>
4-58	Section 4.4.6, Creating Safer Intersections	Amend the first sentence of the first paragraph to read as follows: The <u>vast</u> majority of bicycle-motorist collisions occur at intersections, <u>alleys and driveways</u> , marking them as an important design consideration in creating bicycle infrastructure.
4-61	Section 4.4.12, Coastal Rail Trail Improvements	Amend the second paragraph as follows: Improvements to the Coastal Rail Trail are recommended at the entry points to the Class I portion of the trail at Tamarack and Oak Avenues. At Tamarack Avenue, providing a crossing to enable bicyclists and pedestrians to cross the street is recommended. <u>The crossing would also enable turning movements across Tamarack Avenue such that southbound bicyclists on the Coastal Rail Trail could turn left (east) on Tamarack Avenue and eastbound bicyclists on the street could turn left (north) onto the trail. Due to the trail's proximity to the railroad, and since the cross may require modifications to the street median, improvements would require coordination with and approval by NTCD.</u> At Oak Avenue, enhancements are recommended to improve the transition from the Class I Trail to Oak Avenue. These improvements would include signs and sharrows to alert both motorists and bicyclists to each other's presence.
4-61	Section 4.4.12, Coastal Rail Trail Improvements	The third paragraph describes bicycle infrastructure improvements recommended for the State Street and Carlsbad Boulevard roundabout. Supplement this text description with graphics (e.g., pictures and/or plans) to illustrate the recommended changes.

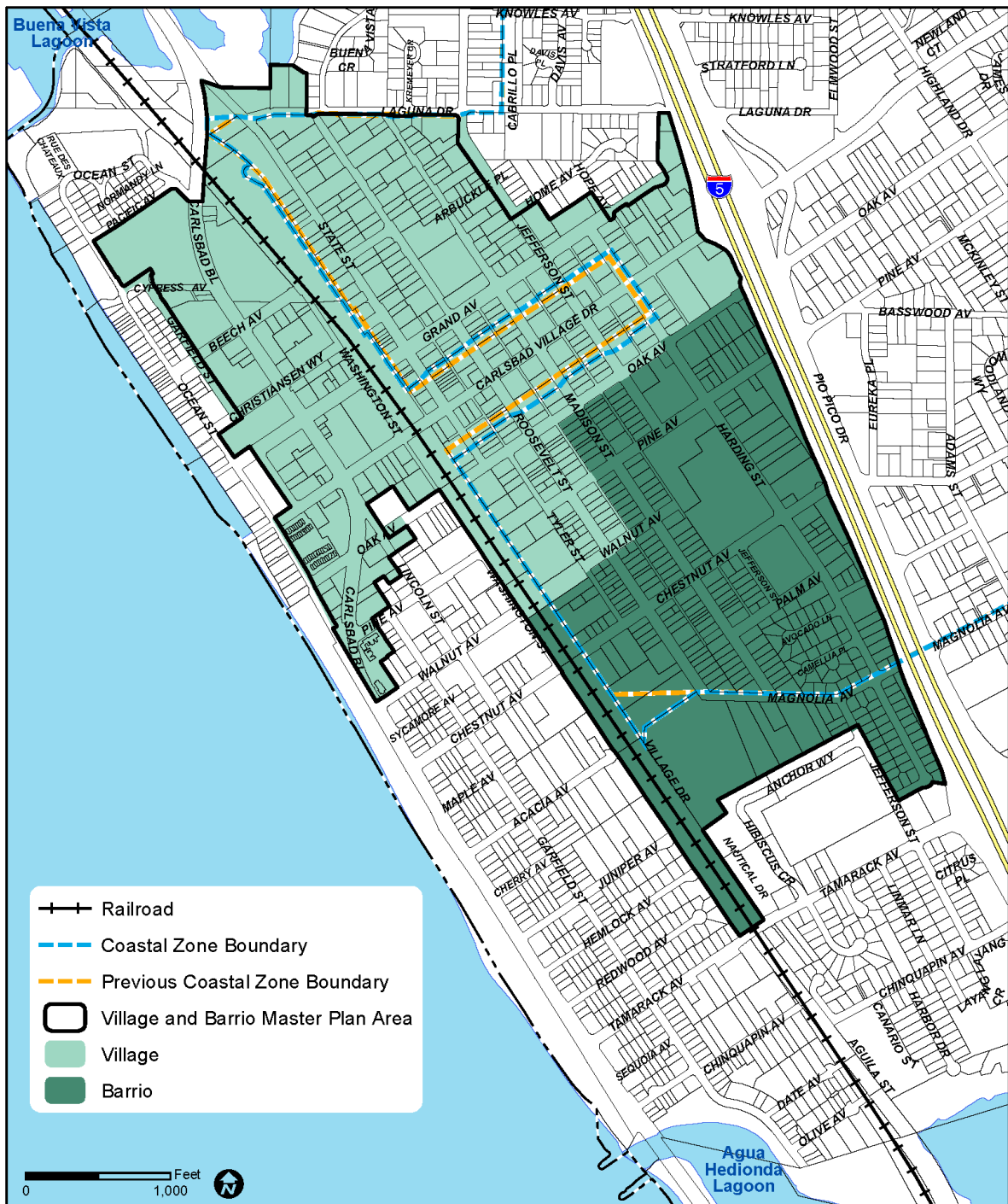
Page #	Section, Figure or Table	Recommended change
4-61	Section 4.4.12, Coastal Rail Trail Improvements	Revise the last paragraph on the page as follows: Routing of the Coastal Rail Trail along the alley would also require coordination with NCTD and would likely result in the loss of public parking, particularly along the west side of State Street between Carlsbad Village Drive and Oak Avenue. Coordination with NCTD would be necessary in light of the possibility of railroad trenching, future redevelopment, and the determination of how the rerouted Coastal Rail Trail would connect with existing trail improvements in the vicinity of the roundabout and on into Oceanside. <u>Section 4.2 depicts how a relocated Coastal Rail Trail could look with the railroad below street level and with a Carlsbad Village Drive crossing. A central green space over the lowered tracks also is depicted and suggests an alternative alignment for the trail that is west of the alley.</u>
4-63	Section 4.5.2, Managing Parking and Increasing Mobility	To the bulleted list on page 4-63, revise the last item as follows: <ul style="list-style-type: none"> • Support the vision outlined <u>in</u> of the Master Plan
4-64	Section 4.5.2, Managing Parking and Increasing Mobility	To the bulleted list, add an additional item at the list's end as follows: <ul style="list-style-type: none"> • <u>Transportation Demand Management</u>
4-66	Section 4.5.2, Managing Parking and Increasing Mobility	Under Section 4.5.2 A. on page 4-66, revise the Back-in Angled Parking bullet point text to read as follows: Back-In Angled Parking – This type of parking, <u>also known as reverse angle parking</u> , requires the user to back into a parking space with the rear of the vehicle in the opposite direction of travel. The back-in angled parking strategy has been applied because of the safety enhancements realized for users leaving a parking space. A user can easily see oncoming traffic (and bicyclists) and exit the parking space in a much safer manner. <u>Moreover, drivers and passengers exit toward the sidewalk when the doors are open, which is safer for young children. It is also safer to load packages into the trunk or rear of the vehicle from the sidewalk than the street.</u>
4-72	Section 4.5.2 E., In-Lieu Fees	At the second bullet point, amend the first sentence to read as follows: Allow funds to pay for parking program improvements – Amend the policies related to the in-lieu fee program to allow the collected funds to support shared <u>public</u> parking and leased <u>public</u> parking that the city will broker.

Page #	Section, Figure or Table	Recommended change
CHAPTER 5 – IMPLEMENTATION		
5-1	5.1, Introduction	Delete the fourth bullet point, “Roles and Responsibilities.”
5-6	Section 5.5, Roles and Responsibilities	Delete this section.
CHAPTER 6 – ADMINISTRATION		
6-1	Section 6.2.1, Local Coastal Program	Amend the paragraph as follows: For properties within the Coastal Zone (shown in Figure 2-1), the goals and policies in Chapter 1, the use and development standards in Chapters 2 and 3, and the administrative processes of Chapter 6, and the definitions in Appendix A of this Master Plan, together with CMC Chapters 15.12 – Stormwater Management and Discharge Control, and 15.16 – Grading and Erosion Control, as well as those provisions of the Zoning Ordinance not superseded herein, shall constitute the Local Coastal Program for the Village and Barrio.
6-2	Section 6.3, Permit Requirements	Amend the first bulleted item as follows: 1. The vision and objectives for the Village and Barrio as a whole as described in Chapter 1 – Introduction and Vision ; and
6-3	Section 6.3.2, Exempt Projects	Amend 6.3.2 A. and 6.3.2 A.1 as follows: A. The following improvements and activities are exempt from a discretionary permit except as provided in Section 6 5.3.2.C. below: 1. One single-family detached dwelling (however, compliance with <u>Section 2.8.3, Residential Design Guidelines</u> , design guidelines shall be required; additionally, a minor coastal development permit shall be required if located in the Coastal Zone);
6-4	Section 6.3.3, Permit Types	Revise Sections 6.3.3 A. A.4, (Minor Site Development Plans) as follows (note: section numbering is to be revised as described below): 4. Additions to existing structures which result in a cumulative increase of the internal floor area (1) of 10 to 50 percent or more, up to a maximum 5,000 square feet, whichever is less regardless of square footage, and (2) of more than 2,500 square feet and up to a maximum 5,000 square feet, regardless of the percentage increase of internal floor area;
6-4	Section 6.3.3, Permit Types	Revise Section 6.3.3 B.A.2 (Site Development Plans) as follows (note: section numbering is to be revised as described below): Additions to existing structures which result in a cumulative increase of <u>the internal floor area of more than 5,000 square feet</u>

Page #	Section, Figure or Table	Recommended change
		<u>or 50 percent of floor area, regardless of the percentage increase of internal floor area.</u>
6-4 to 6-5	Section 6.3.3, Permit Types	<p>Correct paragraph numbering and a section subheading as follows:</p> <p>A. Minor Site Development Plan</p> <p>A. 1. <u>1.</u> The following improvements require... [renumber 1-8 to a-h]</p> <p>B. 2. <u>2.</u> All minor site development plans...</p> <p>B. Site Development Plan</p> <p>A. 1. <u>1.</u> The following improvements require... [renumber 1-2 to a-b]</p> <p>B. 2. <u>2.</u> All site development plans...</p> <p>C. <u>Minor Conditional Use Permit and Conditional Use Permit</u> [renumber A-D to 1-4]</p> <p>D. Coastal Development Permit</p> <p>A. 1. <u>1.</u> Unless exempt, and except as provided in paragraphs B and C of this section <u>Section 6.3.2 B.</u>, all development within the Coastal Zone of the Village and Barrio Master Plan shall be subject to issuance of a minor coastal development permit or coastal development permit in accordance with the provisions of CMC Chapter 21.201.</p> <p>B. 2. <u>2.</u> In addition to the decision-making authority... [renumber 1-2 to a-b]</p>
6-5	Section 6.3.4, Authority for Approval	<p>Revise section 6.3.4 as follows:</p> <p>A. <u>In all districts, the City Planner shall:</u></p> <ol style="list-style-type: none"> 1. Be responsible for determining whether or not a project is exempt from the permit requirements and, for a project exempt from a coastal development permit, maintaining a record of exemption. 2. Have the authority to approve, approve with conditions, or deny minor site development plans, minor conditional use permits, minor coastal development permits, and minor variances. The city planner may approve minor conditional use permits up to the square footage and dwelling unit limitations for minor site development plans specified in Section 6.3.3.A. The City Planner's decisions are final unless appealed to the Planning Commission. <p>B. The Planning Commission shall:</p> <ol style="list-style-type: none"> <u>1. Have the authority to approve, approve with conditions, or deny site development plans, conditional use permits, coastal development permits, and variances in the BP, BC and VBO districts.</u> <u>2. Have the authority to recommend to the City Council approval, approval with conditions, or denial of site development plans, conditional use permits, coastal</u>

Page #	Section, Figure or Table	Recommended change
		<p><u>development permits, and variances in the VC, VG, HOSP, FC, and PT districts.</u></p> <p><u>3. The Planning Commission shall also</u> act <u>upon appeals from decisions made by the City Planner. Planning Commission decisions are final unless appealed to</u> by the <u>City Council.</u></p> <p>C. <u>The City Council shall:</u></p> <p><u>1. Have the authority to approve, approve with conditions, or deny projects in the VC, VG, HOSP, FC, and PT districts.</u></p> <p><u>2. Act upon appeals</u> ed <u>from decisions made by the Planning Commission.</u></p> <p><u>3. The City Council shall be the final decision-making authority on actions specified in paragraphs C.1 and C.2 above, as well as on legislative actions, such as amendments to this Master Plan.</u></p>
6-6	Section 6.5, Amendments	<p>Amend the first sentence to read as follows:</p> <p>Amendments to the Village and Barrio Master Plan shall be processed in accordance with the provisions of CMC Chapters <u>21.35 and 21.52.</u></p>
APPENDIX A – DEFINITIONS		
A-2	Dwellings	Under the Dwelling category, delete the definitions of “Managed Living Units” and “Mixed-Use;” relocate the definition of “Live/Work Unit” to be after the definition of “Light Industrial.”
A-3	Mixed-Use Dwelling	<p>Amend the definition as follows:</p> <p>Mixed-Use Dwelling: A building or portion thereof, designed for occupancy by one or more families living independently of each other, and containing one or more dwelling units in addition to non-residential space (typically office, retail or other commercial space). The non-residential space is typically located on the ground floor.</p>
APPENDIX C – FUNDING SOURCES		
C-4	C.1.1, National Programs: Federal Government	<p>Insert between third paragraph and “Environmental Justice” subheading, a new subheading and introductory paragraph, as follows:</p> <p><u>D. U.S. Environmental Protection Agency (EPA)</u></p> <p><u>EPA’s mission is to protect human health and the environment. Where and how we build communities has a major impact on the environment and on public health. Many EPA programs are aimed at helping tribal, state, and local governments support activities that build more sustainable communities and protect human health and the environment.</u></p>
C-11	C.2.7, California Department of Housing and	Delete second paragraph (beginning at “Governor’s Homeless Initiative”) and third paragraph (beginning at “HOME Investment Partnership Program”), and replace with the following:

Page #	Section, Figure or Table	Recommended change
	Community Development (HCD)	<p><u><i>Affordable Housing and Sustainable Communities (AHSC) Program:</i></u> AHSC provides grants and affordable housing loans for infill, transit-oriented development, infrastructure activities. Projects will demonstrate how they support reduction of greenhouse gas emissions by increasing accessibility of housing, employment centers and key destinations via low-carbon transportation options resulting in fewer vehicle miles travelled.</p> <p><u><i>Supportive Housing Multifamily Housing Program (SHMHP):</i></u> SHMHP funds may be used for new construction, rehabilitation, acquisition and rehabilitation, or conversion of nonresidential structures. Priority points are given to projects using sustainable building methods specified in state regulations. SHMHP funds are for permanent financing only. Eligible costs include facilities for child care, after-school care, and social service facilities integrally linked to the restricted housing units. Development costs may include real property acquisition, refinancing to retain affordable rents. necessary on-site and off-site improvements. reasonable fees and consulting costs, and capitalized reserves.</p> <p><u><i>Veterans Housing and Homelessness Prevention Program (VHHP):</i></u> VHHP makes long-term loans for development or preservation of rental housing for very low- and low-income veterans and their families. Funds are made available to sponsors who are for-profit or nonprofit corporations and public agencies. Availability of funds is announced annually through a Notice of Funding Availability.</p>
APPENDIX D – CHRONOLOGY		
D-1	n/a	Delete “D.1” from the heading



Combined Errata Exhibit 1



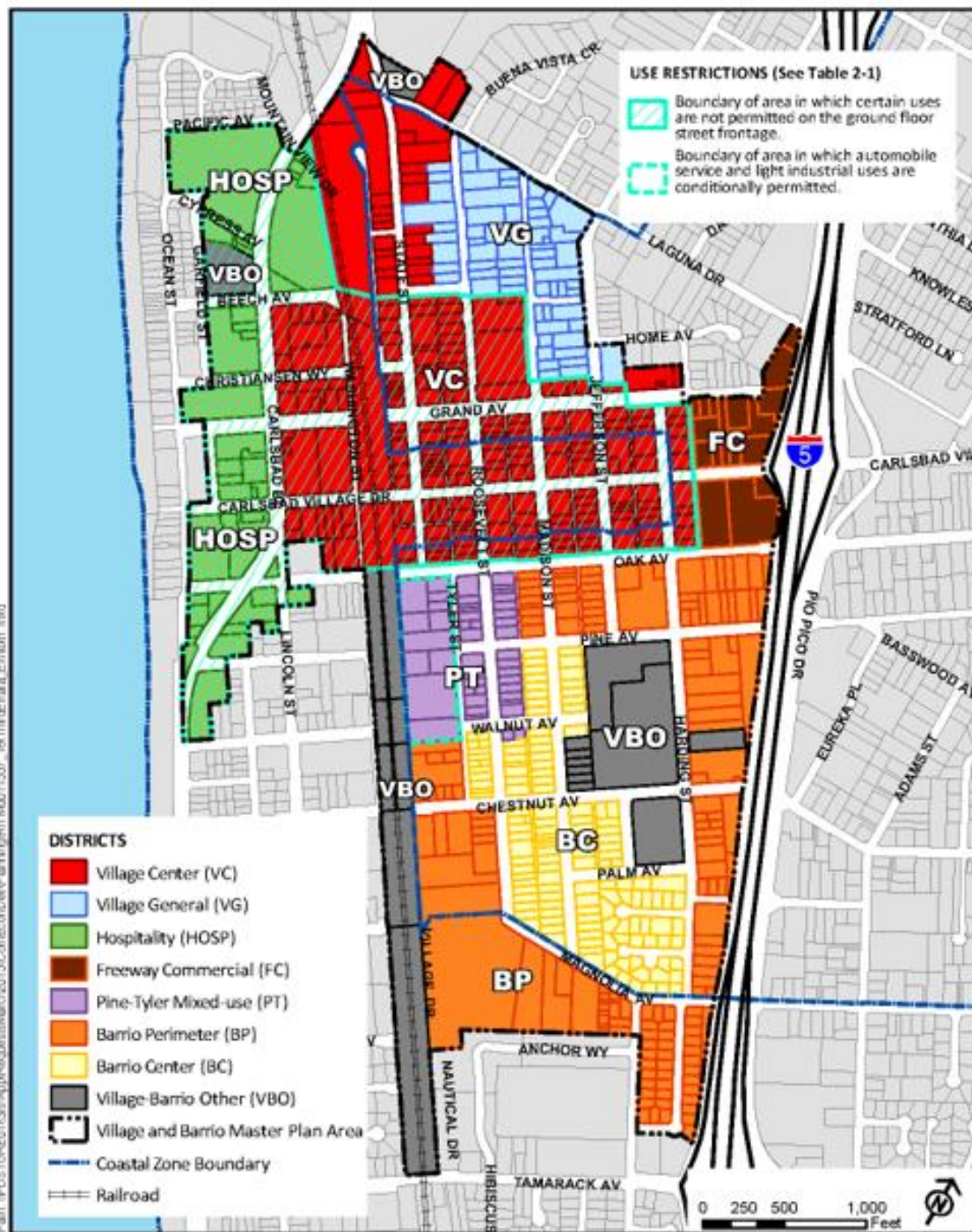
Coastal Zone Boundary Comparisons

Q:\CED\Planning\SPECIAL PROJECTS\Village and Barrio\Comprehensive VMP Update\Third Draft\Final approved consolidated errata to MP1401.ccord.docx (07/11/2018)

Community & Economic Development

Planning Division

1635 Faraday Avenue | Carlsbad, CA 92008 | 760-602-4600 | 760-602-8560 fax



Combined Errata, Exhibit 2

Q:\CED\Planning\SPECIAL PROJECTS\Village and Barrio\Comprehensive VMP Update\Third Draft\Final approved consolidated errata to MP1401.cord.docx (07/11/2018)

Community & Economic Development

Planning Division

1635 Faraday Avenue | Carlsbad, CA 92008 | 760-602-4600 | 760-602-8560 fax